

through the damming of the Naugatuck Valley, to the building of Connecticut's tallest structure and one of the world's largest casinos, the men and women of Local 478 have proudly worked day in and day out to quite literally build Connecticut.

As they celebrate this remarkable milestone in their history, I am proud to stand and extend my sincere congratulations to the leadership and membership of International Union Operating Local 478—past and present—for their many invaluable contributions to our community. I have and continue to be proud to work with them in their endeavors to enrich our state as well as the lives of their membership. Happy 100th Anniversary!

#### PERSONAL EXPLANATION

#### HON. STEVE KING

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

*Monday, August 1, 2011*

Mr. KING of Iowa. Mr. Speaker, on rollcall No. 324, I was unable to cast my vote on the House floor because I was ill, had I been present, I would have voted "yes."

#### CONGRATULATING SPIRIT AEROSYSTEMS ON THE OCCASION OF THE EXPANSION OF ITS MANUFACTURING FACILITY IN KINSTON, NORTH CAROLINA

#### HON. G.K. BUTTERFIELD

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Monday, August 1, 2011*

Mr. BUTTERFIELD. Mr. Speaker, I rise today to recognize and congratulate Spirit AeroSystems, Inc. on the expansion of its recently opened manufacturing operations at the North Carolina Global TransPark in Kinston, North Carolina.

Based in Wichita, Kansas, Spirit AeroSystems is one of the world's largest suppliers of commercial airplane components. Spirit, which has domestic facilities in Tulsa and McAlester, Oklahoma as well as international facilities in Prestwick, Scotland; Preston, England; Kuala Lumpur, Malaysia; and Saint-Nazaire, France, added Kinston, North Carolina to its roster of state-of-the-art aviation operations in July 2010.

Spirit AeroSystems' Kinston facility will begin a new production program responsible for constructing the wing for the Gulfstream G250 and will add approximately 150 to 200 North Carolina jobs over the next five years. This expansion will add to the Global TransPark operation that already produces composite fuselage and leading edge wing spars for the Airbus A350 commercial aircraft.

Mr. Speaker, I represent one of the poorest Congressional districts in the country, and the recession has been especially difficult on the citizens of the First District of North Carolina. However, through these tough times the people of eastern North Carolina have demonstrated their resiliency and competitiveness. As a result of these qualities, I believe other companies will follow Spirit AeroSystems' lead and build successful and reciprocally beneficial relationships in eastern North Carolina.

Mr. Speaker, I ask my colleagues join me in congratulating Spirit AeroSystems on the expansion of its manufacturing facility in Kinston, North Carolina. I thank Spirit AeroSystems for their demonstrated confidence in the workers of eastern North Carolina. I wish them the best in their future endeavors.

#### THE PASSING OF FORMER WASHINGTON HOUSE OF REPRESENTATIVES, CHIEF CLERK, VITO CHIECHI

#### HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

*Monday, August 1, 2011*

Mrs. McMORRIS RODGERS. Mr. Speaker, I rise today to pay tribute to Vito Chiechi—a friend, father, public servant and a political fixture in Washington State.

Anyone who worked in Olympia during Vito's tenure there remembers him as a diligent man, with a kind heart, fun-loving nature, smart nature, and a wealth of ideas. Vito, a first generation Italian-American, was born in Seattle, Washington in 1925 and grew up in Rainier Valley. His public service began in the U.S. Navy during World War II, where he served in the Pacific Theater aboard the destroyers *McKee* and *Plunkett*.

After the war, he returned to his native Washington, graduated from Seattle University with a Bachelor of Finance and married his sweetheart, Dolores. They were happily married for 52 years, had 9 children, 24 grandchildren and 11 great-grandchildren.

Vito had a vibrant and distinguished career that matched his larger than life personality. He worked for The Boeing Company for 20 years, served as the Regional Administrator for the General Services Administration and Chief Clerk for the Washington State House of Representatives. Always the entrepreneur, Vito founded his own public affairs and government relations company.

During these tough economic times, we could learn a great deal from Vito. A dear friend of his and mine, Alan Hayworth, recounted the time Vito served as Chief Clerk and the state was in the midst of a tough economic crisis. Vito instituted his own 10 percent across the board cuts. When vendors submitted invoices, Vito would only pay 90 percent of the bill and write back a nice note, "thank them for participating in the House budget reduction program."

We all learned valuable political lessons from him as well, lessons that can be applied today. Vito was a true patriot, placing his love for America above partisan politics. Because of Vito's warmth and personality he was able to transcend party lines, and had a unique ability to bring people together on common ground issues. Remarkably, Vito held prominent positions for Democratic and Republican officials alike. He hosted the state famous bipartisan pasta dinners for state legislators and local elected officials. His daughter, also named Dolores, remarked that he was fond of saying, "I don't care what you are, just be something!"

Despite suffering a stroke in 1997, Vito refused to retire, or even slow down. Although he was confined to a wheelchair, he continued to frequent the Capitol and throw his famous

pasta dinners until his passing on Tuesday July 26, 2011.

Vito's joy for living was never compromised and just three days before his death he celebrated his 86th birthday. Vito's ability to bring people together will undoubtedly be part of his legacy, as Members of both parties express their sorrow at his passing.

Mr. Speaker, Vito Chiechi's life of joy and service is worthy of tribute. As we remember Vito's life, we recognize that the sadness we feel is only for ourselves, at the loss of our friend. While the world has lost one of its bright lights, our dear friend has finally taken a well-earned retirement, and has been reunited with Dolores Audrey, his first love, and wife of 52 years.

#### INTRODUCING THE FEDERAL AVIATION EMPLOYEES PROTECTION ACT OF 2011

#### HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Monday, August 1, 2011*

Mr. HASTINGS of Florida. Mr. Speaker, I rise today to introduce the Federal Aviation Employees Protection Act of 2011, which would allow the nearly 4,000 Federal Aviation Administration, FAA, employees left in limbo by a partial FAA shutdown to get back to work. While House Republicans continue to ignore their Congressional duties by opposing a short-term FAA extension, as well as an open and transparent process for a long-term FAA reauthorization, Democrats in the House and Senate have been working to address these furloughs. This legislation is a companion bill to S. 1433, introduced by Senator JAY ROCKEFELLER of West Virginia, Senator MARK WARNER of Virginia, and 14 other senators on July 27, 2011.

On July 23, 2011, the FAA went into partial shutdown on the watch of House Republicans who, earlier that week, voted to restrict Essential Air Service, EAS, for small and rural communities instead of passing a clean, short-term FAA extension. As a result, the FAA was forced to furlough 3,594 employees, including engineering and electronics technicians, computer and logistics specialists, and support staff, among other workers. In addition, the FAA has halted hundreds of airport construction projects, suspended research on next-generation air traffic control systems (NextGen), and lost upwards of \$30 million in tax revenue with each passing day. Without steady funding or workers, the FAA is unable to move forward with the long-term programs and projects that are vital to the future of our aviation system, including lifesaving airport safety improvements and the transition to NextGen.

As House Republicans continue playing the blame game with the Senate, American businesses and workers are losing out on much-needed economic opportunities. The ongoing partial shutdown and consequent furlough of FAA employees have had a devastating impact on families and communities in 35 states across the country. In particular, my home state of Florida has lost 27 FAA employees, 3,061 airport construction jobs, and \$88 million in airport construction funding. Furthermore, media reports indicate that certain airlines